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COUNTRY Poland

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REPORT

TOPIC Rail Movements of Soviet and Polish Troops

EVALUATION 25X1

PLACE OBTAINED

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DATE OF CONTENT 5 to 20 September 1950

DATE OBTAINED 25X1

DATE PREPARED 6 December 1950

REFERENCES

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PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

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1. An increased number of Soviet troop trains was observed on the Przemysl-Krakow-Liegnitz line during the period from 5 to 20 September 1950. On some days such trains were operating at 20-minute intervals. Detailed information on the volume of this traffic was, however, not available. Traffic on this line was again normal after 20 September 1950.
 most of these shipments were going to the Liegnitz area. A few shipments allegedly went to the Soviet Zone of Germany and to Austria. *

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2.

conferences were held at the Polish Ministry of Traffic in mid-September 1950 which were concerned with a congestion of the Przemysl-Krakow-Liegnitz and the Kaunas (S 55/W 88)-Allenstein (R 54/E 66)-Pomerania lines and with the acute shortage of freight cars in Poland. It was allegedly resolved at these conferences that all supply shipments were to be handled on the two lines mentioned, in the event of war. The Brest Litovsk (S 53/M 87)-Warsaw-Poznan (P 53/X 26) line was not mentioned in this connection. **

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3.

in the second half of September Polish troop units were shipped from the Warsaw and Krakow areas to the Lublin (S 52/R 18)-Zamosc (S 51/T 52) area. ***

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Comment.

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The exact meaning of the term Warsaw-Liegnitz railroad line is not clear. Although it is possible to handle up to 72 trains daily on the double-track Przemysl-Krakow-Liegnitz line, as reported for the period from 5 to 20 September 1950, it is believed that this line would be subjected to such a heavy strain only in an emergency.

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- 25X1 [] the bulk of the shipments were dispatched to the Liegnitz area. It is believed that the shipments observed were personnel and supply shipments for the Soviet troops stationed around Liegnitz. It is possible that some of the trains may have gone to the Soviet Zone of Germany via Liegnitz, Sagan, and Guben. It is believed that the number of trains reported is exaggerated. However, there is a possibility that units from the U.S.S.R. were also shipped to the Liegnitz area in the course of this transportation operation. Compare with a previous report on new quarters occupied by Soviet troop units in Liegnitz, in the summer of 1950.
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- 25X1 [] Comment. It appears improbable that the Prost Litovsk-Warsaw-Poznan line, which is now being used as the main supply route, would not be used for supply shipments in the event of war.
- 25X1 [] Comment. The transfer of Polish troop units from the Warsaw and Krakow areas to the Lublin-Zamosc area may have been connected with maneuvers held in this area.

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